

MIDDLEBURY REGISTER

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ONE YEAR IN VERMONT \$1.00
SIX MONTHS IN VERMONT50
THREE MONTHS IN VERMONT40
ONE YEAR Outside of Vermont, .. \$1.25
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The Register will be found on file at the Congressional Library reading room, Washington, D. C.

FRIDAY, DECEMBER 12, 1913.

PRESS AND PROMOTERS.

Remarks on Honest Journalism Suggested by a Recent Incident.

Persons who have no idea of the safeguards that are provided in the office of the modern newspaper to prevent misrepresentation in the really important matters that might result in injury to the public often are inclined unjustly to criticize the newspaper for printing what is made by others to appear to be the newspaper's indorsement of a proposition which the newspaper actually has not indorsed.

To illustrate the point, The Sun this morning, after printing the news of the story of the financial embarrassment of the \$20,000,000 New York Real Estate Security Company, prints on the first page the fact that the real estate company, as a part of its bond selling campaign in the last few years, issued a pamphlet bearing the title "What Others Say of the Six Per Cent. Mortgage Bonds" offered by the company. The Sun goes on to say that one of the extracts is taken from The Sun of January 17, 1911. This extract, among other things, says that the plan of investment outlined "affords the utmost protection to the purchaser of bonds and every safeguard which is legally possible has been provided."

This unqualified indorsement of bonds for which there is said now to be no cash available for the next interest payment is made by the pamphlet to appear as coming from The Sun, whereas The Sun in its news columns to-day asserts that while it did print the statement "it was distinctly stated in the article from which the extract was taken that this statement was a part of the prospectus of the company and not any statement of fact or opinion by The Sun."

In other words, if, as we believe, The Sun has honestly stated the facts, whoever got out the prospectus made it appear, through a clever bit of juggling of words as though The Sun recommended the purchase of the bonds when The Sun did not so thing.

Any person who may have invested in the bonds on the strength of what purported to be a Sun indorsement of them, as set forth in the prospectus, would, in ordinary circumstances, upon learning after a year or two that there is no interest money available for the bondholders, blame The Sun for misrepresentation. Without taking the trouble to ascertain the context of the quotation he would be inclined unjustly to class The Sun among the few "yellow" journals that are a disgrace to the newspaper profession.

The importance of The Sun's frank statement of the case as set forth in its columns to-day lies in the fact that the statement constitutes a defense of all reputable newspapers against which too often it is charged that they wilfully permit their columns to be "used" to promote bond selling schemes concerning which at least they are not fully informed.

The fact is that reputable newspapers, as The Sun has shown to be true in its case, exercise the closest scrutiny over matter submitted for publication which in any way commits them to an indorsement of any kind of a proposition by which the public might suffer injury were it misrepresented—Harrisburg Star-Independent.

LEAVES FORTUNE TO CHARITY.

The Children's Aid Society, New York Historical Society, New York Association for Improving the Condition of the Poor, New York Hospital, Presbyterian Hospital and Columbia University are residuary legatees under the will of Miss Elizabeth Thompson, who died November 17 last, leaving an estate of more than \$750,000.

The will made four specific bequests of \$100,000 each to Sarah T. Gardiner, a sister; David and Robert A. Gardiner, nephews, and Sarah D. Gardiner, a niece.

Miss Thompson left to her sister, Mary C. Thompson, and brother, Charles G. Thompson, her residuary estate and the effects in her home at 36 East Sixty-seventh street for life, and upon their death the estate is to be divided among the residuary legatees.

THE SPEEDING AUTOIST.

An automobilist, speeding in a residential district in New York, knocked over a nurse and child. It is probable that they will die. The occurrence of street accidents in American cities would be far too common for comment were it inevitable. But, in point of fact, authorities in such cities as London have proved that a partial cure is possible by stringently enforcing the traffic regulation laws.

In the streets of the London metropolis there is no speed limit. But woe betide the driver who speeds in a thoroughfare to the danger of the public. Homicide is the invariable charge consequent on a fatal accident, and conviction means imprisonment. But fine and imprisonment also follow a charge of reckless driving, even if no accident has occurred.

In New York and many of our other cities rigorous traffic laws are on the statute books limiting the speed of automobiles. But, like many another law, it is looked at and then laughed at. The motorist goes on his way. If an accident occurs it is said that the victim stepped in front of the vehicle, and he is seldom there to deny it. Or, perhaps, the brakes are blamed as in this instance. Anyway the driver usually goes to kill another day.

It is to be hoped that this last accident will be made the subject of a fair inquiry. The validity of the plea that the brakes refused to work is open to grave doubt. A railway company which ventured to run an engine which had not been properly examined certainly would be held responsible for any accident resulting from its negligence. A chauffeur also should be held responsible if he has not carefully inspected the safety appliances on his vehicle.—Albany Times-Union.

JAIL FOR SPEEDERS.

Abuse Can Be Ended, Says Magistrate, by Sending Reckless Drivers to Prison.

Magistrates House and Corrigan said yesterday that the police could stop automobile speeding in the city's streets if they would only keep up their crusade, but that the diligent work of Sunday was only a spasmodic effort and that when the police relax the speeding will soon be as bad as ever.

"Eventually I suppose we will have to send a few wealthy automobile drivers to jail," said Magistrate House. "That might have a lasting effect. If the police would keep at them the speeders would soon learn to run their cars at a moderate gait."

"The spasmodic crusade of Sunday reminds me of the crusade against smoking automobiles conducted by the police a short time ago. For two or three days they worked hard and soon had the courts clogged with prisoners. Then they stopped making this kind of arrest and now you see as many smoking automobiles in the streets as ever."

"To arrest a chauffeur does no good. The police should get well to do men, or their chauffeurs. Then the lesson would be brought home. I have been severe against the speeders, hoping to teach some of them to be careful, and I am glad to see that the other magistrates are inflicting heavy fines."

Magistrate House has the record for the heaviest fines for speeding, having made two men pay \$75 on conviction.

Magistrate Corrigan approved of the law allowing the magistrate to charge a speeding driver heavily.

"If the police will enforce the law against speeding I will do all I can," he said. "A man may be driving just as recklessly at four miles an hour under some conditions as fifteen miles under others. But in a few days the police will relax, and there will be just as much speeding as ever."

Magistrate Murphy had one new case of speeding in the West Side court yesterday. Harry Reich of 2 West 111th street was the offender. A motorcycle man caught him making twenty-two miles an hour along Broadway on Monday night. Magistrate Murphy fined him \$50. Reich did not have the money.

"Then you will go to jail for ten days," said the Magistrate.

Magistrate Krotel sat in the West Side court until yesterday and adjourned eighty-five cases of speeding for Magistrate Murphy to handle. Those in the court room began to feel sorry for the eighty-five, most of whom had asked for an adjournment in the hope that Magistrate Murphy would be more lenient than Magistrate Krotel. Ten adjourned cases came up yesterday, and in each case Magistrate Murphy imposed a \$50 fine. Two of the men who couldn't pay received ten day sentences. They were John Dunn of 241 Fifth street, and Horace Dolan of 149 West Ninetieth street.

Dolan is 19 years old and the sole supporter of a widowed mother. He is a stock clerk earning \$12 a week, employed by an automobile firm. Three days ago he took out a chauffeur's license in order to earn \$3 each Sunday. He was out for the first time when he was arrested.

Magistrate Murphy said he was sorry for the young man, but he could make no distinction as to offenders.

Two speeders were arraigned before Magistrate Deul in the Jefferson Market court and were fined \$25.

AUTOMOBILE KILLS MOST.

The municipal reference librarian of Chicago, Frederick Rex, has taken the trouble to collate some statistics regarding fatal railway and automobile accidents for the fiscal year 1912, and has drawn therefrom a few interesting comparisons. He finds that the number of passengers killed in all ways on all the railways of the United States during the fiscal year ended June 30, 1912, was 270. During the same period, according to information obtained by the Chicago statistical expert, 691 persons were killed by automobiles in twenty-two American cities having a population of 100,000 or more.

The comparison becomes startling when it is realized that in the State of New York alone such cities as Rochester, Syracuse and Albany are not included. Neither does the list of twenty-two cities include all other cities in other States with population exceeding 100,000. It must be apparent at once, therefore, that the number of automobile fatalities, taking the country at large, has been greatly underestimated. Yet, with this incomplete record, the comparison with fatalities of passengers on the railways of the entire country is startling. It is computed that the number of persons killed by automobiles in these twenty-two cities alone was considerably more than twice the total number of railway passengers killed.

It is apparent even from these inadequate statistics of automobile fatalities that there is something radically wrong in the traffic regulations of the larger cities, or in their enforcement. The sacrifice of human life is too heavy a toll to pay for the advantages of the modern automobile. Railway managers are now being held to strict accountability for preventable accidents, and the time is not far distant when the reckless use of the automobile must be checked.—Chicago Record-Herald.

Automobile Destroyed.

A five-passenger 1912 model Ford touring car belonging to E. E. McDonald of Arlington was almost completely destroyed by fire Wednesday evening on the road leading from the Hinsdillville church to the North Bennington home of Ex-Gov. John G. McCullough.

The car had been in the Bennington garage for an overhauling and was being driven to Arlington by Paul White. Soon after leaving the main road at the Hinsdillville church the chauffeur noticed that one of his tires had gone flat. He started to make an investigation, using one of the kerosene headlights to find the trouble. There was probably a small leak in the gasoline tank or the connections, for in a flash the car was in flames.

AUTOS KILL 3; 4 OTHERS HURT

Unidentified Machine Slaughters Man on Wheel-Trucks Run Down Two Boys.

Three persons were killed and four persons were injured Monday in and near New York city in automobile and motorcycle accidents.

Frank Capece, 42 years old, an employee of the American Linoleum Works, Staten Island, died at the S. R. Smith Infirmary at New Brighton shortly after 8 o'clock last night from injuries received three hours earlier by being run down by an unknown automobile on the Richmond turnpike at Graniteville.

The operator of the automobile, which was painted black, did not stop after maiming Capece. Capece lived on the Watchogue road, which is several miles from where he worked. When the factory closed last night he mounted his wheel and started along the turnpike. The automobile in attempting to pass him struck the bicycle and hurled Capece over the handle bars. He landed on the hard macadam road on his head. Other employees of the factory found him unconscious.

Capece is the second person to be killed while using a bicycle by an automobile on Staten Island in the last three days. Harold Corsi, a twelve-year-old schoolboy of Rosebank, was knocked from his wheel, run over and killed by an automobile operated by Thomas Reilly of Port Richmond, at Rosebank, on Sunday afternoon.

Killed Trying to Steel Ride.

George Kennedy, 9 years old, of Elm street and Atlantic avenue, Morris Park Queens, was killed by an ice cream auto truck upon which he tried to catch a ride while on his way home from school for luncheon. The boy tried to swing aboard the truck from the side, but missed his hold and fell under the rear wheel. He was taken to St. Mary's Hospital in Jamaica, but died in two hours. The boy's father was killed one year ago by falling from a scaffold. The mother of the boy is prostrated.

Auto Truck Kills Boy of Six in Bath Beach.

Caroline Meseca, 6 years old, of 1314 seventy-second street, Bath Beach, started across the street in front of his home early last evening directly in the path of an auto truck driven by William Scalzo of Slatco Bros., decorators, of New Utrecht avenue and Sixty-eighth street. The boy was crushed to death beneath the heavy wheels.

Rides Against Moving Auto Truck and May Die.

John Bauer, 14 years old, of 515 Second street, was riding a bicycle down Madison avenue early last night. At Forty-fifth street he rode into an automobile truck owned by the Westcott Express Company, which was turning off Madison avenue.

The boy was knocked from his bicycle and thrown heavily against the curb. Dr. O'Donnell took him unconscious to Flower Hospital, where it was found he had a fractured skull and internal injuries which are likely to cause his death.

Traffic Policeman Knocked Down by Auto Truck.

It was a pleasant evening for Policeman Michael Bynon of Traffic C, stationed at Fifty-ninth street and Fifth avenue, until an American Express Company auto truck coming from the north hit him while he was looking south. He was thrown from his feet and the truck kept on going. Bynon pulled his whistle and blew it before he struggled to his feet and Policeman Gidney stopped the auto truck at Fifty-seventh street.

Bynon was helped into the Savoy Hotel. He was bleeding slightly and Dr. McDuffie of Flower Hospital patched him up and took him to the hospital. George Ferguson, 25 years old, 585 Third avenue, driver of the truck, was locked up charged with felonious assault.

Brothers Thrown From a Motorcycle.

Plainfield, N. J., Dec. 2.—A tandem motorcycle on which were Andrew Dupont of Marshall street, Newark, and his brother, William, smashed into a fence on Park avenue to-day and the two men were thrown twelve or fifteen feet. They lay unconscious in the road until discovered by Carl Click of Morris-town, who was passing in his automobile. He took them to Fuhlenberg Hospital, where it was found that Andrew was so badly hurt that he may die. William was soon well enough to go home.

Hurt by Passing Machine.

Plainfield, N. J., Dec. 2.—Mrs. William S. Campbell of Grant avenue is in a dangerously hurt condition in the Muhlenberg Hospital as a result of being run down by an automobile owned and driven by Alfred A. Keenan of Fifth street. She stepped from a wagon on Liberty street into the path of the automobile. Mrs. Campbell, who was Miss Grace Knight, was married a few months ago.

Machine Ablaze, Occupant Escapes.

An automobile owned by Archer M. Huntington of 1083 Fifth avenue and driven by John Wold, his chauffeur, of 15 West Eighty-first street, caught fire last night at Eighty-third street and Amsterdam avenue after an explosion in the gasoline tank. Firemen put out the blaze before the car was badly damaged. Mr. Huntington was said to be in the automobile at the time, but escaped unhurt.

Autos Kill 416 Highway Users.

New York, Dec. 7.—During the 11 months past 416 users of public highways were killed and 2,149 injured in this State by automobiles and other motor vehicles over which the victims had no control, according to a statement made to-night by Mitchell May, secretary of state. In a majority of the cases no investigations were conducted to determine the responsibility. Mr. May continued.

It commenting upon the automobile death rate, Mr. May said that it was apparent that "there is something radically wrong both in the law and its enforcement as this sacrifice of human life, almost double that of last year, is too heavy a toll to pay for the advantages of the automobile."

In a letter to Governor Martin H. Glynn, Secretary May urges the necessity for new automobile legislation. He asked that Governor Glynn transmit to the Legislature an emergency message on the subject.

Utica, N. Y., Dec. 7.—Chris Bauf, aged 60, was struck and killed by an automobile at Ilion tonight. He became confused when attempting to

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cross the street, stepped in front of the machine and was knocked to the pavement. Death soon followed. The driver, Thaddeus McKeeown, was arrested and released after giving his version of the accident.

H. HENRY POWERS DIES.

Morrisville, Dec. 8.—H. Henry Powers, former congressman and father of Chief Justice George M. Powers of the Supreme court, died here to-night. He was 78 years old. Death resulted from a stroke sustained yesterday.

Horace Henry Powers of Morrisville was a congressman from 1892 until 1900. He was born in Morrisstown, May 29, 1835, being the son of Horan and Love E. Powers. He was a graduate of the People's academy at Morrisville and also a graduate of the University of Vermont, class of 1855. Several years later in 1858 he married Caroline E. Waterman of Morrisstown by whom he had two children, Carrie L. and George M. After leaving college he had taken up the study of law and was admitted to the bar during the year of his marriage, after which he formed a partnership with P. K. Gleed of Morrisville, with whom he was associated until 1874, when he was elevated to the bench of the Supreme court of Vermont, where he served until 1890, when he was elected to the 52d Congress. In 1892 he was chairman of the Vermont delegation to the national republican convention and was elected to the 53d Congress. He represented Hyde Park in the Legislature in 1858; was a senator from Lamotte county in 1872; was a state's attorney from 1861 to 1862; in 1869 he was a member of the last council of censors and represented Morrisstown in the Legislature in 1874, being speaker of the House.

Greater Vermont Notes.

The last number of the Western New England Magazine contains notes from Barre, Brattleboro, Burlington, Rutland and White River Junction.

A. Vail Allen of Fair Haven and James P. Taylor of Burlington represented Vermont at a meeting of the agricultural committee of the Western New England Chamber of Commerce held at Springfield, Mass., Thursday, December 4.

The annual meeting of the Greater Vermont association will be held at Burlington in February, 1914. There will be business sessions of the association, a meeting of the executives of Vermont commercial and civic associations which will be addressed by Emmet Hay Naylor, president of the New England Association of Commercial Executives and secretary of the American Association of Executives. A feature of the meeting will be a dinner given jointly by the Burlington Merchants association and the Greater Vermont association. Theodore N. Vail, Howard Elliott, and George Harvey have accepted invitations to be guests at the dinner.

Dyspepsia is America's curse. To restore digestion, normal weight, good health and purify the blood, use Burdock Blood Bitters. Sold at all drug stores. Price, \$1.00.

WEST CORNWALL.

Winter seems to have asserted her rights and it looks now as though she had come to stay.

Milton Weston has so far recovered from his illness of several weeks as to return to the position in Brattleboro which he so successfully filled.

Mrs. L. C. Drollette was in the store on Tuesday for the first time since her illness with rheumatic trouble.

John Duval, who has been with his uncle, Joseph Gero, for a week past returned to his work on the railroad.

Peter Duffany, who recently had an auction in Weybridge has purchased what is called the S. S. Gibbs farm and expects to move there soon.

Arnold Atwood has received his diploma from the Jesse Berry Training school, through correspondence.

Mrs. C. B. Kendall of Shoreham has been staying a few days at the home of her daughter, Mrs. M. O. Field.

Mrs. Lucinda Wright remains about the same.

The guests at a birthday dinner at L. DeWitts on Friday last were Mr. and Mrs. J. De Leuw of Bridport, Mr. and Mrs. John DeWitt and little son of Shoreham and Mrs. K. L. Taylor.

Doan's Regulets are recommended by many who say they operate easily, without griping and without bad after effects. 25c at all drug stores. adv.

SALISBURY.

S. Field, who has been seriously ill, is better and able to be out.

Hon. F. C. Dyer is sick at his home in Middlebury.

E. B. Hyde was recently a visitor in town.

The Ladies' Social union were pleasantly entertained at the home of Mr. and Mrs. O. A. Briggs, Thursday, the 11th. A fine chicken pie dinner was served.

H. A. Baker, who was taken suddenly ill last week, is able to be out.

Linus Benson has moved into the tenement house of P. S. Field.

Mrs. Adeline Johnson and daughter, Mrs. W. F. Bailey, with two grand children, Mabel and Almond, have moved to Rutland. Mrs. Johnson has been a resident of this town over fifty years.

Mr. and Mrs. E. K. Preston and family, who have been in California for the past six weeks, are expected home soon.

Mr. and Mrs. Moses Kelsey, who recently went to Oakland, Calif., are very much pleased with the climate. Mr. Kelsey having improved in health to some extent.

NEW HAVEN.

Miss Gretta Danbrook, has been confined to the house the past ten days, but is now called better.

Joseph Goulette and family, who have been living on Town Hill the past summer, moved last week to Weybridge. Soon after their arrival in their new home an eight pound baby boy was announced.

Charles Hill and wife, who have been on the Eno place the past two years, on Beach Hill, have taken the north Russell farm on Town Hill. Mr. Eno's people return from Bristol and take possession of their old home again.

The Ladies' union, which gave a supper and sale last week Friday evening, realized nearly fifty dollars. A good attendance, a fine supper, many fancy and useful articles, with a candy booth, and also beautiful home made sweets, all tended to a pleasant evening's entertainment.

P. C. Elmer and wife went to East Middlebury last Wednesday to attend the funeral of Mrs. Dewey, who passed away at the home of Horace Elmer, death resulting from a recent fall.

Miss Grace Allen left for the West this week.

On Saturday afternoon and evening of December 6, Miss Grace Allen of Ferrisburg, gave a farewell party at her home to the chapter of Sigma Kappa of Middlebury college. Several of the alumni were also present on the occasion. A fine collation was served, after which an informal social hour was much enjoyed by all. Later in the evening, to the surprise of many, the engagement of Miss Grace Hazel Wright of the class of 1912 and E. Augustus Doud of New Haven was announced.

Addison County Cow Testing Association.

The following table gives the names and records of the cows in the association which have produced more than forty pounds of butterfat during a period of 30 days, ending December 2, 1913.

Age yrs.	Breed of Cow	Name of Cow	Owner of Cow	Lbs. of milk	Fat %	Lbs. of butterfat
8	Jersey	No. 6	Geo. H. Wright & Son	842	5.4	42.1
10	"	No. 25	W. H. Partrich	705	5.4	41.4
10	"	Ellen Emerson 2d	"	744	5.2	40.2
10	"	Cowslip	"	742	5.3	40.5
12	"	Silver Fawn	"	1046	4.7	49.2
9	"	Plants Topsy	"	991	4.9	46.1
12	"	Red and White	"	1336	3.9	52.1
10	Mixed	No. 10	J. Armstrong	965	4.3	41.5
12	Darham	No. 1	H. C. James	883	4.7	41.7
					5.3	44.1

The Cow Testing association does more than just pick out the best cows, it picks out the star boarders and low profit payers.

DANA E. JONES, Official Tester.
E. L. WRIGHT, Secretary.